

THE  
COAST  
GUARD

# RESERVIST

Mar-Apr 1977, Vol. XXIV, No. 3





# THE COAST GUARD RESERVIST

The Reservist is published bi-monthly by the Commandant of the United States Coast Guard. Material contained herein is for information only and does not constitute authority for action. Inquiries concerning the Coast Guard Reserve should be addressed to the Commandant (G-R-1/81) Coast Guard Headquarters, Washington, D. C., 20590, 202-426-2350.

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Editor

Members of the Coast Guard Reserve are invited to submit articles and photographs of interest to the Editor of Reservist for possible publication. By-lines will be given upon request.

CG-288

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# THE ADMIRAL'S CORNER



We are gearing up for another busy summer of active duty for training (ADT) in augmentation and two week schools. I would like to comment on the importance of ADT training to each of you in planning your careers and especially to point out the impact of ADT experience for those who will be competing for selection as E-7, E-8 or E-9 (chief, senior chief, or master chief petty officer).

Your annual active duty for training should give you an opportunity to develop skills you have not had a chance to learn during drills (IDT). This is especially important for those of you who have difficulty arranging for rating-related augmentation training on IDT. Those of you who are getting good rating related training on IDT should try to find ADT assignments which will expose you to new kinds of tasks. For example, an MK who performs IDT augmentation training at a search and rescue station has little access to large diesel engines, evaporators and other equipment found on major cutters. ADT aboard CGC RELIANCE or another large cutter will provide experience working with this equipment. Rating related school curricula are now being carefully reviewed to ensure that they include topics that complement ADT and IDT augmentation training in an effort to provide balanced training opportunities.

As many of you are aware, a board recently met here at Headquarters to select senior and master chief petty officers. The board communicated a number of concerns to me. One of them addresses the importance of careful selection of ADT training assignments for those of you who wish to compete for selection to senior or master chief petty officer status in the Coast Guard Reserve. The board pointed out that, in some cases, the selection of the ADT site for evaluation was poor and in one case an evaluation for E-8 was signed by a first class petty officer. Incidents of this type can really hurt an individual's opportunity for selection especially in a highly competitive situation. Please remember that current policy requires a full period of ADT in a RATING-RELATED BILLET at an active duty command for evaluation to E-7, E-8 or E-9. Each candidate should take the initiative and responsibility to ensure that his/her evaluation assignment is appropriate.

We all like to do things that we are familiar with and know we are competent to perform. It is easy to fall into the trap of doing the same ADT or IDT training year after year. Unfortunately for enlisted and officer personnel alike the result of following this path of least resistance may result in limited ability to be productive in emergency situations.

I urge you all to choose ADT and IDT training experiences which will expose you to the widest possible variety of skills included in your rating or mobilization assignment. This is an excellent way to ensure that you will be in a strong position to advance and grow personally as you continue your career.

*W. B. Schwoh*

# brief comments

## address update

Keep your District, through your commanding officer, advised of your mailing address. Many items of importance are or soon will be mailed directly to you: "The Reservist," a monthly payroll statement and exchange authorization, and your PAYCHECK.

Many "Reservists" are returned to Headquarters as undeliverable. We anticipate many payroll statements and exchange authorizations will also be returned. Paychecks which cannot be delivered as addressed will be returned directly to the Treasury. Your exchange privilege and paycheck depend on your keeping us advised of your correct mailing address.

## USS Spencer

The U.S.S. SPENCER C.G. W.W. II Association will hold it's 4th Annual reunion on September 16, 17, and 18, 1977 in Grand Haven, Michigan. For further information contact R. E. (Ace) Parker, 302 N. Emily St., Ludington, Michigan 49431. (616-843-8318)

## thanks admiral

Rear Admiral W. S. Schwob, recently received a portrait of the Honorable Will Hill Tankersley, Deputy Assistant Secretary of Defense (Reserve Affairs), which was inscribed as follows:

"To Rear Admiral William S. Schwob, the outstanding Chief of an outstanding Reserve Component in appreciation for the distinguished and meaningful service that he has rendered to our country."

## CWO exams

Now is the time to start preparing for the December 1977 warrant officer examination. Commandant Notice 1417 will soon be out detailing the dates for administration and specialties available. If you are qualified and want to pursue the warrant officer path, ensure that you complete all requirements as detailed in the Notice and in CG-296. In the past several eligible petty officers chose not to compete because they felt they did not have a chance for success. THEY WERE RIGHT. They had no chance because they did not compete. At the same time vacancies were not filled in specialties because of lack of candidates. On the December 1976 examination alone there were nine vacancies without candidates.

There are several changes from past requirements. First class petty officers who are competing under the provisions of Section 6-2-2 of CG-296 must have passed the chief petty officer examination for their specialty within two years of the date of application. Also, there has been a change in the method of determining the experience portion of the "Total Score". One point will be credited for each month of service in pay grades E-6 and above. No more than 100 points will be credited as an E-6 and no more than 175 points will be credited for combined service in pay grades E-6, E-7, E-8, and E-9. This brings the Reserve requirements into line with changes in the Regular warrant officer examination procedures.

There will also be some changes in the preparation procedures for the Advancement Recommendation and Examination Request, Form CG-4716. These are designed to make them more similar to the procedures used for the enlisted servicewide examination.

Commanding officers should pay particular attention to accurate completion of Block 28 of the CG-4716 which reflects the commanding officer's overall evaluation of the candidate. Some errors in this part have been noted by selection boards in the past. This may have placed a candidate in a poor position for competition. Also, particular care should be exercised when preparing the narrative letter of evaluation for each candidate. With the limited opportunities in some specialties this evaluation may well be the determining factor in selection.

## mini course

Commandant Notice 1550 of 6 April 1977 announces the availability of a Machinery Technician Mini-Course this summer. This course is designed to encompass 16 hours of instruction to be given on two consecutive days, and will complement correspondence course training and on-the-job training of Selected Reserve Machinery Technicians to better prepare them for mobilization and augmentation. It will help to prepare personnel to compete successfully in Servicewide Examinations.

## delays

Commandant Notice 1551 of 9 August 1976 announced that a cassette entitled "Segments AA, BB, CC, Ordnance, Boating Safety, and Security for E-4" would be available during September 1976. Due to substantive narration problems and contractor delay, the September 1976 target date became impossible to meet. Pending no further technical difficulties, Segment AA, BB, CC, should be available by early this Summer.



## CGI address changes

The Coast Guard Institute reports having received numerous requests for mailing address changes for reservists enrolled in correspondence courses. Typically these requests have involved changing the address to indicate the reservist's unit address rather than his or her home.

Each request results in time consuming hand generated changes to data in the computer which often serve no constructive purpose because of the elimination of mail-in lessons. Correspondence course completion letters are always returned via the unit and if an end-of-course test re-test is required, the score earned on the failed test is indicated on the mailing label of the re-test. Personnel at the Institute are anxious to make address corrections that will serve a purpose such as when a reservist transfers from one unit to another.

The advent of self-scoring lessons has necessitated that Reserve unit training officers devise new ways of checking on correspondence course progress. Lack of face to face contact with augmenting reservists has made course monitoring even more of a challenge. Local circumstances in some areas have been overcome by tasking senior petty officers with keeping track of correspondence course progress of petty officers junior to them. In any case, simply changing the reservist's mailing address from his home address to his unit address is not going to make monitoring correspondence course progress any easier.

Unit training officers should ensure that the desired address is entered on Form CGI 2100 whenever a correspondence course is applied for and only indicate address corrections on the Monthly Student Progress Report (Form CGI 2816) when there is good reason. With everyone's cooperation the Coast Guard Institute will be able to maintain the level of service that best fills the needs of all students and training officers.

## port safety bulletin

As an aid to mobilization and augmentation training, all Reserve Groups and Units will be receiving the "Port Safety Bulletin" beginning with the Spring 1977 issue. This Bulletin is published quarterly by the Port Safety and Law Enforcement Division at Headquarters as a forum on matters and problems common to Captains of the Port.

Since reservists play a vital role in the Port Safety program, reservist-authored articles for inclusion in the Port Safety Bulletin and letters to the Editor are encouraged. Please submit your articles and letters to:

Commandant (G-WLE-1/73)  
U. S. Coast Guard  
Washington, D. C. 20590  
ATTN: Editor, Port Safety  
Bulletin

## small boats

A small boat engineer has to be more than just a mechanic, he must also be a boat crewman, an important member of a highly skilled team.

With this in mind, a new Small Boat Engineering course has been developed and will be offered this year at TRACEN Alameda. This new course will furnish the type of engineer training that is normally very difficult to provide at the unit level.

Although two weeks is not nearly enough time to afford a prospective boat engineer with all the knowledge he would need to perform these duties, this training, along with on-the-job experience could enable the Reserve engineer to become a truly professional member of a boat crew.

The new course has been designed to conform with the recently revised Small Boat (SAR) Training Guide (CG-313), a guide which sets the standards for the qualification of all small boat engineers.

Any interested MK's, DC's or EM's should contact their

training officer for further information on quotas and convening dates.

## enlisted qualifications manual

The Coast Guard Institute has published a Rating Qualifications and Reading List booklet for each rating in the Coast Guard.

Each booklet contains rating qualifications from the Enlisted Qualifications Manual (CG-311) and a suggested general reading list which includes the names of books which will be useful in most jobs for a given rating. It is not complete since some specific jobs require the use of specialized resource materials. However, the guidance provided should be very valuable in preparing for advancement.

Reservists in pay grades E-7 through E-9 will get booklets for their ratings by direct mail. All others will get booklets with correspondence courses.

These booklets are being produced, in part, as the result of a 1976 Coast Guard Reserve Policy Board recommendation.

## new answers

The Coast Guard Institute introduced new answer sheets for correspondence course end-of-course tests on 1 February. If you have any end-of-course tests issued by the Institute PRIOR TO 1 FEBRUARY, they must be administered promptly or returned to the Institute for re-issue.

## positions at RTC

A substantial number of support positions are still available at RTC Yorktown and TRACEN Alameda for the coming summer. Of special interest are opening's for Subsistence Specialists (SS) and Yeoman (YN) for periods in excess of 50 days beginning in early June.

Contact your district training officer for further information.

## New Secretary for DOT

Brock Adams was sworn in as the nation's fifth Secretary of Transportation on 23 January 1977, in ceremonies presided over by President Jimmy Carter. President Carter nominated Secretary Adams to the Cabinet position on 20 January 1977, and the Senate confirmed his nomination the same day.

Secretary Adams came to the Department of Transportation following 12 years service in Congress as Representative from Washington State's Seventh District. In Congress, Secretary Adams became a widely recognized expert on transportation and budget matters.

He served, until becoming transportation secretary, as chairman of the House Budget Committee from early 1974. The committee has responsibility for setting Federal budget targets and priorities as well as approximate tax and debt levels.

The Secretary also served as a member of the Committee on Interstate and Foreign Commerce and its Transportation and Commerce Subcommittee.

Secretary Adams began his government career in 1961 when President John F. Kennedy appointed him U.S. District Attorney for Western Washington. He was first elected to the U.S. House of Representatives in 1964 and re-elected six times prior to becoming Secretary of Transportation.

Born in Atlanta, Georgia, on 13 January 1927, the Secretary was graduated from high school in Seattle. In 1944 he enlisted in the U.S. Navy where he rose to the rank of petty officer and received his honorable discharge in 1946.

Secretary Adams and his wife, the former Mary Elizabeth Scott of Jacksonville, Florida, were married in 1952. They have four children: Scott, Dean, Katherine and Aleen.

## Training officers conference held

On the weekend of February 25 and 26, the Second District Reserve Division sponsored a training officers' conference. The conference, held at Scott Air Force Base, IL, brought the Reserve Unit Training Officers in the District together to discuss the problems of their job.

Discussions and lectures included such topics as mobilization readiness, public affairs programs, career development planning, and current training policy. Commander Mark M. Powdermaker from the Reserve Training Division, Coast Guard Headquarters was the guest speaker. The real value of this conference was the exchange of ideas among training officers and district staff members. Several attendees expressed great interest in a conference in 1978. Since some of the training officers were new at their job, the conference was an ideal means to 'pass the word'.

## CG ENFORCES 200 MILE LIMIT

As of 1 March 1977, the U. S. Coast Guard and the National Marine Fisheries Service began enforcing a new law which established a 200 mile fishery conservation zone off the coasts of the United States.

The law, the Fishery Conservation and Management Act of 1976, gives the United States control of about 10 percent of the World's fisheries resources and represents a fundamental change in the United States domestic and international policies concerning fishing off the coasts of the United States.

In the past foreign vessels were prohibited from fishing within 12 miles of the coastline. Foreign vessels were also prohibited from taking continental shelf creatures such as lobster, stone crabs, king crabs, sea clams and abalone over the entire United States continental shelf.

Essentially, the new law is a conservation measure designed to insure the continued viability of United States coastal fishery resources. Foreign vessels will be allowed to take that portion of the optimum yield which United States vessels will be unable to harvest.

The Act is a mechanism for establishing a planned management program for fish stocks. Permits issued by the United States will be mandatory for foreign fishing or fishery support vessels and quotas for fish in the zone will be based on data compiled by the National Marine Fisheries Service.

Enforcement of fisheries laws and treaties has been a primary Coast Guard mission for generations and the new enforcement responsibilities will closely parallel existing efforts. The basic elements of fisheries law enforcement will remain

unchanged.

A combination of long and medium range aircraft will patrol the areas and monitor foreign fishing. Both high and medium endurance cutters, with helicopters embarked whenever feasible, will also be used to monitor the foreign vessels and to determine that quotas are not exceeded and that regulations are followed. The Coast Guard will take appropriate law enforcement action against vessels found in violation.

To supplement enforcement operations the Coast Guard reactivated one ship, the UNIMAK, purchased four new C-130 aircraft, and reactivated four former Air Force C-131 aircraft. Manpower increases will be limited to those which are required specifically for operating this additional equipment.



# CGC CUYAHOGA

## 50 years and still working

The intense light from the Coast Guard cutter revealed no sign of life aboard the small cabin cruiser. The cutter began a cautious approach. Suddenly, the engines of the cabin cruiser came to life and the dormant craft surged forward out of the field of light and into the darkness as it's crew tried desperately to dump their illegal cargo of liquor into the sea.

The Coast Guard cutter followed and soon overtook the smugglers - captured the crew and confiscated the contraband.

This case was one of the many similar incidents that the CGC CUYAHOGA experienced during her first few years of existence.

The CUYAHOGA, celebrated 50 years of commissioned service on 3 March 1977. She now has the distinction of being the oldest operational commissioned ship in all of the United States sea services.

The USCGC CUYAHOGA (WIX-157) was built at the American Brown Boveri Corporation in 1926. She was launched 27 January 1927 and commissioned on 3 March 1927 at Camden, New Jersey. She is 125 feet long, has a beam of 23 feet 6 inches and a draft of 9 feet.

Her total displacement is 276 tons. Her hull is steel and she has

On 17 May 1941 the CUYAHOGA was returned to the Coast Guard and recommissioned. She was assigned permanent station at Baltimore, Maryland and arrived there on 20 May 1941. On 17 January 1942 her permanent station was changed from Baltimore, Maryland to Norfolk, Virginia. During World War II the CUYAHOGA was on escort duty attached to Commander, Eastern Sea Frontier and Commander, Caribbean Sea Frontier. From October 1942 to June 1945 she spent the majority of her time in the Caribbean escorting vessels between Guatnamo Bay, Trinidad, and Paramaribo. The CUYAHOGA was armed with one 3"/23 anti-aircraft and two Mark depth charge racks.

After the war, CUYAHOGA once operated out of Norfolk until May 1946 along with

the more of til May she, the



Chief Warrant Officer D. W. Coffey, The current CO of the CUYAHOGA.

she assumed her present station at the Reserve Training Center in Yorktown, Virginia where she provides training for officer candidates. She is the last of her class still in commission.

Originally there were more than thirty 125 foot cutters in the "Active" class. All were built between 1926



two diesel engines and twin screw propulsion which gives her a maximum speed of 13 knots and a maximum cruising radius of 7,800 kilometers (4,900 miles).

After 6 years of chasing rum runners with the Coast Guard, the CUYAHOGA arrived at the Washington Navy Yard to assume the duties as a tender for the Presidential Yacht USS POTOMAC.

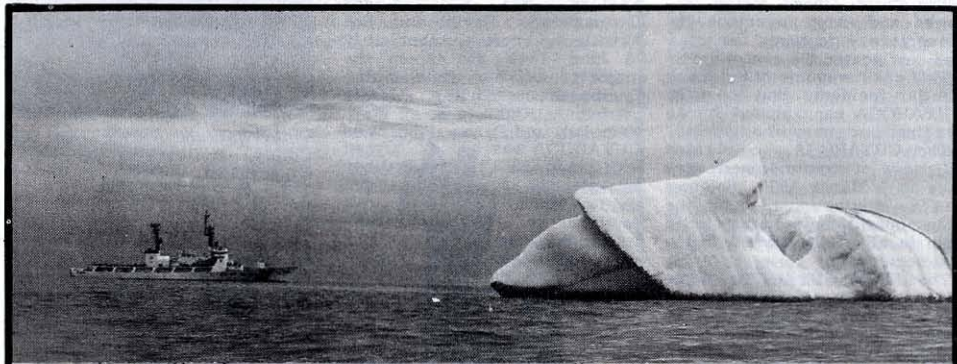
CGC CALYPSO, was placed in commission reserve status due to personnel shortage. In April 1947 the CUYAHOGA was transferred from Norfolk to the Coast Guard Yard at Curtis Bay, Maryland and worked with the Field Testing and Development Unit.

From 1957 to 1959 she was assigned to New London, Connecticut for training of Coast Guard Cadets. Later in 1959

and 1929. They were primarily designed as anti-smuggling vessels and worked during prohibition days. Originally they were capable of only 11 1/2 knots but between 1939-1942, all received new engines which increased their speed up to about 13 1/2 knots.

The CUYAHOGA is presently commanded by Chief Warrant Officer D. W. Coffey.

# INTERNATIONAL ICE PATROL



USCGC SHERMAN views berg while on ice patrol in the North Atlantic.

The big C-130 Hercules seems to be uncomfortably close to the ocean surface as it continues its low level flight over the ice strewn waters of the North Atlantic. The five men aboard search the fog for any iceberg that has drifted too near the Atlantic shipping lanes. There is little conversation between the crew as they scan the horizon for any signs of icebergs.

Suddenly, a crew member reports, "berg off the port wing," and the pilot banks to the left and heads towards the towering mass.

As the C-130 passes overhead the crew marks the location and records the dimensions of the berg on their charts. When this is done the Coast Guard aircraft is off again in search of other potential threats to marine traffic.

This is just another day with

the International Ice Patrol. From March thru July this small section of the Coast Guard monitors the movements of icebergs that, if struck by a passing ship, could cause heavy loss of life and millions of dollars of damage.

## HOW IT ALL BEGAN

The history of the North Atlantic is full of ship-iceberg collisions. In the past 75 years at least 22 ships have been lost to icebergs. But it was not until the tragic sinking of the TITANIC on 14 April 1912 that the need for an iceberg reporting system was realized. The sinking of the TITANIC claimed over 1,500 lives and sparked universal demand for a method of warning ships at sea of the day to day ice hazards.

The International Ice Patrol (IIP) emerged from a 1914

conference on the Safety of Life at Sea. The members of the conference, representatives from the major shipping countries of the world, asked the United States to undertake the job of organizing and operating an ice patrol service. The operating cost of the service was to be divided between the member nations in proportion to their use of the shipping lanes. The United States accepted the offer and gave the task of establishing the IIP to the U. S. Revenue Service, the forerunner of the Coast Guard.

Since the birth of the International Ice Patrol, there have been no major accidents involving icebergs in the waters patrolled by the Coast Guard.

## FORMATION OF THE BERGS

The bergs that present the greatest danger to shipping





A huge iceberg has just been deposited in Baffin Bay by one of Western Greenland's numerous glaciers. The berg show is about 1.5 kilometers wide and will take up to three years to reach the North Atlantic shipping lanes.

traffic originate from the huge sheets of glacial ice covering Western Greenland. As these glaciers slowly move into the sea the combined forces of water pressure, wave action, and tidal movement cause these glacial protrusions to break off, thus forming an iceberg. This process is called calving.

Once a berg is calved and breaks free of the coastal waters of Greenland it must complete a journey of 3000 kilometers (1875 miles) before reaching the heavily traveled waters surrounding the Grand Banks. A berg may take as long as three years to make that journey and the great majority of bergs melt before reaching the shipping lanes. The number of icebergs reaching the shipping lanes varies greatly from year to year. The average number for any five month season is 300, but in 1972, 1587 bergs

were sighted and in 1966, there were none.

The operational roll of the IIP is performed solely by the U.S. Coast Guard. From their base in St. John's, Newfoundland, Coast Guard pilots and crewmen fly their C-130's on ice patrol an average of three times weekly. Each flight consists of six to eight hours of searching alertly for any ice below. The pilot flies a series of patterns that insures maximum coverage of the 1,000,000 square kilometers (450,000 square miles) for which the IIP is responsible. The flight crew notes and records the position of each berg spotted during the flight. This information is then radioed to Ice Patrol Headquarters at Governors Island, New York, upon return to St. John's.

Once this information reaches Governors Island it is fed into a computer along with data

on sea currents, wind speeds, and water temperature. The computer forecasts the path of the berg and then provides updates on the predicted berg positions every 12 hours. Finally this information is broadcast twice daily to ships at sea.

Radar is of little use in hunting icebergs. Ice does not return the signal very well and many times the smaller bergs, known as growlers, are too low in the water to be picked up at all. Visual observation is still the most accurate method of finding icebergs. However, Ice Patrol testing and evaluation of new remote sensing equipment is near completion and will be used more in the future.

The Coast Guard utilizes aircraft for the majority of their ice reconnaissance work. However, when the weather is too severe for flying, cutters take over the protective role of patrolling the shipping lanes.

Many attempts have been made to destroy or control the movements of icebergs. But all have proved of little use against these floating mountains of ice. It is estimated that it would require over 1700 metric tons (1900 tons) of TNT to destroy one average size iceberg. LT H. Gregory Ketchen, staff oceanographer for the IIP says, "All methods attempted by man to hasten the melt of icebergs have proven unsuccessful or totally impractical. Natural processes are the most effective. Although an iceberg may last for years in the arctic, surrounded by sub-zero waters and protected by sea ice, once they drift into the warmer waters east and south of the Grand Banks they normally last no more than a couple of weeks. For these reasons it is our practice to let the icebergs run their course until they melt."

Man's efforts have had little effect on these natural hazards of the sea. We can not control icebergs and it is impractical to destroy them. Until our technology advances to the point where we can keep icebergs from drifting into the shipping lanes of the North Atlantic, the safety of lives at sea depends on the accuracy of the iceberg position reports given by the U. S. Coast Guard.



## CPR-for saving lives

The circumstances requiring the use of CPR (Cardio-Pulmonary Resuscitation) can present themselves at any time. However, these circumstances are more likely to be present when assisting victims of a boating accident. With this thought in mind, Reserve Unit New Haven Station sought to qualify its Search and Rescue personnel in this life saving technique during a recent drill weekend.

In order to accomplish this, the Coast Guard enlisted the expertise of the neighboring Naval Reserve Medical Center. The extensive instruction in CPR techniques was presented to 45 Coast Guard reservists under the direct supervision of CWO4 Fielding, USNR with the assistance of six additional



EMC Robert L. Sylvester applies cardiac massage to mannequin during CPR practice session. Photo by PA1 R. W. Stewart.

Navy medical personnel. The all day session consisted of a morning of classroom lectures and demonstrations, followed by an afternoon of each reservist, dress jacket shed, applying his newly acquired skill on life-like mannequins. In addition to successfully demonstrating his ability to provide proper cardio-pulmonary resuscitation on the mannequins, the reservist was required to pass a comprehensive written examination.

The successful completion of this American Heart Association sanctioned course, resulted in the issuance of cards certifying the reservist capable of administering cardio-pulmonary resuscitation.

That which was accomplished at Reserve Unit New Haven Station can happen at other Reserve units and the entire Coast Guard. The knowledge of CPR adds one more dimension to our mission-SAVING LIVES.

## Reserve PA's relieve Regulars

The voices and words of six First District reservists were heard and read coast-to-coast recently as they told the saga of the tanker Argo Merchant oil spill.

The Argo Merchant went aground on 15 December and broke up four days later with 7.8-million gallons of heavy crude oil aboard. Most of the oil was lost to the Atlantic.

After coping with news media inquiries from around the world over a 12-day stretch, often for as long as 20 hours a day, LT Herbert R. Williams, First District public information officer, asked the Reservists for help for his fatigued staff.

The request was directed to CDR Carl A. Zellner, Chief of the Public Affairs Branch, Reserve Group (S) 01-88803, First District, Boston, who instituted call-up procedures to the photojournalists in his Branch. Within six hours, the first of a six-man team of reservists reported for SADT or drill duty to the on-scene public information office set up at the Coast Guard Air Station, Cape Cod, Massachusetts. For the next two weeks, they supplemented and supported the First District Regulars.

"We knew they were relieved to have our help," says PA1 Richard Sexton, among the first to report. "Some of those guys had been working with the news media almost around the clock and they were tired."

Under LT Williams and his chief, CPO Kenneth Duquette, the six were organized into a team of "spokesmen" for the Coast Guard. After a quick briefing, they were put to work almost immediately responding to constant telephone inquiries and on-scene visits of print and broadcast reporters from the local, regional and national media. At day's end, usually at 2300 hours, the reservists called UPI, AP, RCC Boston and others with a summation of the day's events. They also reported projected locations of the oil spill and weather as plotted and computed by NOAA scientists.

Petty Officer Norm Deragon, a seasoned broadcaster from Providence, Rhode Island called his experience, "the most important contribution I've made in the Coast Guard Reserve."

Another perspective on the call-up was provided by PA1 Doug White, also a broadcaster in the Providence-area. "Up to

that week, information on oil spills and what the Coast Guard does about them came to me and my fellow reporters through 'official Coast Guard sources.'

"Seeing the operation firsthand and witnessing the grueling schedules the helicopter pilots and strike team were keeping was an impressive experience. I felt a real sense of accomplishment for having helped keep local and network media people informed of just what was going on, minute-by-minute."

Photojournalists John Rogers, East Taunton, MA; William G. Fitton, Cohasset, MA, and Thomas Kobuszewski, Salem, MA were also activated.

Another reservist activated for the spill was LTJG Theodore R. Turner, from Osterville, MA, on Cape Cod. He was called up as an assistant duty officer under Captain Lynn Hein, on-scene-coordinator and captain of the port of Boston.

District Public Information Officer, LT Williams, said that he was pleased with the reservists and later stated that he found them fully qualified and ready, willing and able to go to work.



# Santa Barbara Reservists Aid Regulars in Storm

Several Santa Barbara Coast Guard reservists saw action when gale-force winds whipped the waters of the Santa Barbara Channel and mariners began calling the Coast Guard for life-saving assistance. An estimated 60-plus persons were rescued after winds, gusting to more than 96 kilometers per hour (60 MPH), disabled their boats off of California's Channel Islands in a storm that raised small craft warnings from Point Conception to the Mexican border. Winds increased to gale force and Coast Guardsmen from the Channel Islands Harbor, Oxnard, and Santa Barbara stations, responded to a series of SAR calls involving boaters trapped in the treacherous Southern California Channel.

"The Regulars had been run ragged by the time I stopped by the Channel Islands Harbor Station on Monday afternoon," recalls reservist BM1 James Inman. A phone call to CDR James A. Rowins, Commanding Officer of Coast Guard Reserve Unit Santa Barbara, led to district authorization for Inman and other reservists to volunteer as replacements for group

Regulars during the crisis.

"I was able to get two boat crews together in one and a half hours," said BM1 Inman, who was assigned as Channel Islands Station OD. "We reported later that day and remained on active duty for the next two days." MK2 Joseph R. Harwell and MK2 Anthony Lindsey became coxswain and engineer of a 41-footer at the Channel Islands Station. PS2 John M. Hall and MK2 Barry Landen manned a second 41-footer. One Regular was assigned to each crew.

One crew assisted Coast Guard Regulars Monday night with the towing of a damaged 40-foot cabin cruiser from Santa Cruz Island to the Channel Islands Station.

Later, PS2 John Hall's crew relieved the POINT CARREW crew and towed an overturned sailboat five miles off Point Mugu to the Channel Islands Harbor Station. There, as requested by the craft's owner, the crew beached the overturned boat. Earlier the seven occupants of the sailboat had been flown to safety by a Navy helicopter.

Both Reserve crews were later issued M-16 rifles and assisted the Santa Barbara County

Sheriff's Department in determining the unauthorized salvage of unmanned private craft at Santa Cruz Island.

BM1 Inman was also in charge of the Channel Islands Station's radio operator, his relief and the station's cook during the emergency. He was in constant radio contact with the POINT CARREW and POINT CAMDEN, and answered requests for information from boaters and the news media.

Reservist QM2 Robert K. Worley worked as station OD from Tuesday afternoon to 0700 Wednesday. Reservist ET1 James E. Knapp joined the POINT CAMDEN which had also been assigned to Santa Barbara during the Pacific storm.

BM3 Kevin Potter and BM1 Jerry McElroy reported on board the POINT JUDITH in Santa Barbara on Sunday. The winds and seas were still high as the vessel sailed toward Santa Cruz Island. However, the craft developed engine trouble and returned to the harbor late that afternoon. The POINT CARREW replaced her in Santa Barbara until she was repaired in Long Beach and later returned to her duty station.

"It was very gratifying work and we received a 'well done' for our efforts," said BM1 Inman. "It was an excellent opportunity to help and to prove why the Reserves are here in the first place. We did what we and the rest of the reservists are trained to do."

## Coast Guard Welfare

The 1977 Coast Guard Welfare fundraising drive has netted an extra \$40,000 this year thanks to the support of reservists and retired Coast Guardsmen.

A direct mail fundraising appeal, conceived and written by reservists from the Fifth District's Public Affairs Division working with the CG

Welfare Board of Control, was sent to nearly 18,000 retired and Reserve Coast Guardsmen. The resulting donations surpassed the total amount contributed by the Regular service every previous year except 1976.

This was the first year since the welfare program began in 1941, that reservists and retired members were invited to participate in the drive.

The fundraising drive for Regular Coast Guard personnel is expected to raise another \$60,000 for Coast Guard

Welfare's education, housing, and morale programs, bringing the yearly total to a new record of \$100,000.

The funds collected from Regular Coast Guardsmen will be used primarily to assist service members and their families with emergency loans and grants to meet unexpected financial crises. The donations from the direct mail appeal will probably be used for housing and education programs, according to Welfare Executive Director, CAPT Kenneth Long.

# BRIDGE RAMMED

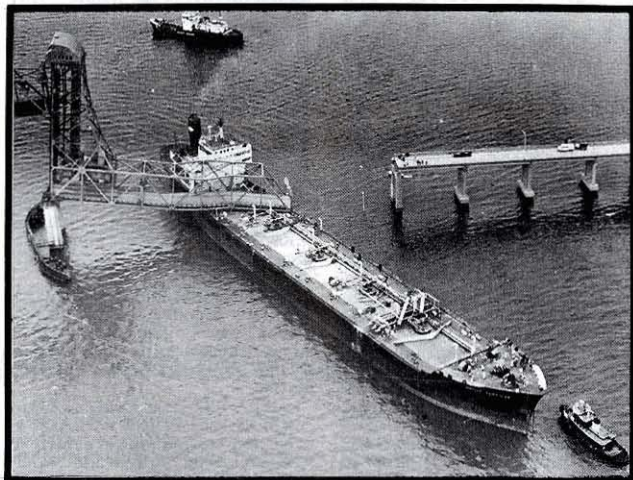
## CGRU Richmond responds

On 24 February the 612 foot tanker, MARINE FLORIDIAN, began steaming down Virginia's James River in route to the more open waters of the Chesapeake Bay. She had just completed a run up river where she unloaded her cargo of sulfur the day before. The weather was calm and the ship's pilot was having no problems with the vessel.

As the ship approached Hopewell, Virginia, minor course changes were made to allow safe passage beneath the Benjamin Harrison Bridge. About 20 cars had been stopped by the opening of the drawbridge and most of the occupants had moved from their autos to get a better view of the big tanker as it negotiated the narrow channel. The ship was on course and the bridge tender, perched high above the river's surface, was preparing for a normal passage.

As the empty tanker neared the opening it suddenly veered off course and headed directly for the bridge. The MARINE FLORIDIAN would not respond to her pilot's steering commands and the ship continued on her collision course. Everyone on the bridge stared in disbelief as the bow of the ship steamed toward them. The pilot backed down on both engines but it was too late to stop the vessel from crashing through the bridge. He tried desperately but failed to regain control of the tanker. He sounded the international warning signal for danger, six short blasts of the ship's whistle, and dropped anchor to try to reduce the vessel's speed and turn the bow directly into the bridge. People quickly backed their cars out of the tanker's path while others left their cars and ran to the safety of the eastern bank of the river.

The MARINE FLORIDIAN's bow ripped through two sections of the bridge and sent two unoccupied vehicles to the bottom of the river before coming to a



halt. The bridge tender, who had been cut off from land by the collapsed bridge, was rescued by the CGC RED CEDAR, which had been behind the merchant vessel before the accident. Amazingly, no one was injured in the incident.

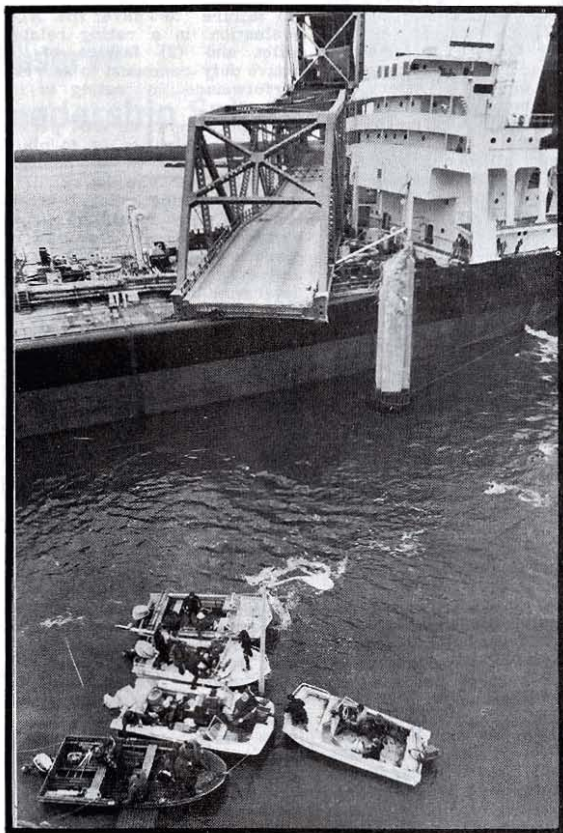
Within two hours after the collision reservists from CGRU Richmond were on the scene supplying the additional manpower needed by the Coast Guard. Eight reservists set up and manned a Reserve mobile communications center and a Reserve small boat service to shuttle officials back and forth to the stricken tanker. By Saturday, 26 February, 15 reservists were on duty. Five of these men were placed on Active Duty for Training (ADT) in order to have law enforcement authority. CGRU Richmond provided the majority of the personnel used at the bridge site over the weekend.

CGRU Richmond continued to provide manpower and equipment to the on scene Coast Guard contingent until the James River was reopened for normal traffic on 24 March, 29 days after the accident. LCDR E. M. Corbett, Commanding Officer of the Richmond unit stated that members of his command performed wherever needed in assisting and relieving the Regular Coast Guard crew. Duties handled by the reservists ranged from enforcing the security zone around the accident scene to assisting with the administrative and clerical matters at the command post.

LCDR Corbett commented, "This unit is particularly pleased to be of service at the scene of this unfortunate event and to demonstrate the usefulness of our reserve forces to both the regular service and the local civilian community."

The civilian community did

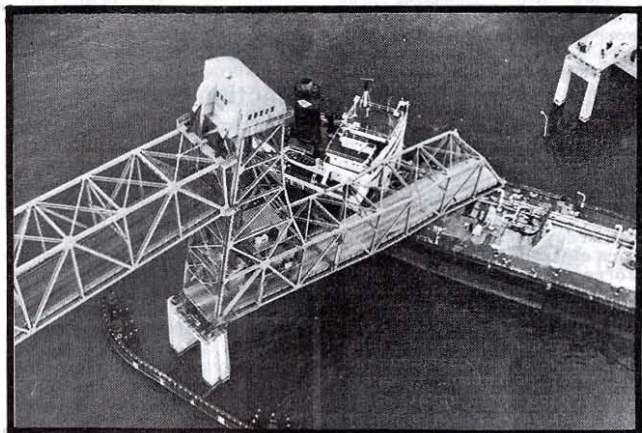




appreciate what the Coast Guard was doing. James Tribble, on scene commander for Virginia's Office of Emergency Services, told RADM Johansen, District Commander, Fifth District, "This is the first time that I have worked with the United States Coast Guard in an emergency. I have been very impressed with the quality of the work and the cooperation of all of your Coast Guard people on scene at the command post, both Regular and Reserve. On behalf of the Commonwealth of Virginia I want to thank you for their work."

CGRU Richmond was able to respond immediately when MSO Hampton Roads called for assistance because of an understanding between CGRU Richmond, MSO Hampton Roads, and the Fifth District Reserve Division. Since CGRU Richmond is the only Coast Guard unit in the Richmond area they must quickly respond to many different situations. The arrangement with MSO Hampton Roads allows the unit to be placed into action immediately with one phone call from the Marine Safety Office. It is not necessary for them to wait for orders from the district. The district approves of this arrangement and considers it very successful.

Estimated repair time on the Benjamin Harrison Bridge is 24 to 30 months at a cost of approximately 2 million dollars.



## Group Buffalo responds to oil spill

(EDITOR'S NOTE: Please excuse our lateness in publishing this article but an oversight on our part resulted in this article not being published months ago.)

On 23 June 1976, a tanker barge ran aground in the Saint Lawrence River and discharged 1,170,666 liters (308,070 gallons) of number 6 fuel oil into the surrounding waters. The oil slick covered a distance of 135 kilometers (85 miles) from Clayton, New York to the Eisenhower Locks near Massena, New York.

Coast Guard Station Alexandria Bay became the Headquarters of the Coast Guard On-Scene Commander for the clean-up operations. On 25 June, the OSC requested assistance from reservists to help monitor the operation. Reserve Group Commander Buffalo was notified, and 3 days later, the first of 29 reservists to volunteer arrived on the scene. Reserve participation in the operation lasted about 9 weeks and involved an average of more than 20 days duty for each individual.

The narrative below is taken from the AUGMENTOR, newsletter for the CGRU Syracuse, one of the units in Reserve Group Buffalo.

"EM2 John Brennan, PS2 Mariak, AND MK3 Desantis were among the second wave of Syracuse reservists to arrive at Alexandria Bay for emergency ADT. Arriving at 0800 Saturday, 10 July, they encountered somewhat different working hours than that of the first group of reservists. Instead of the 16 to 17 hour days, their days were only 12 hours long, with week-ends off.

Saturday was spent with members of the USCG Atlantic Strike Force team briefing the new reservist on their duties, they were: Observing the contractors that were cleaning up the oil spill, making sure their time sheets and equipment charges to the Coast Guard were in line with what they observed in the field, handling civilian

complaints and coordinating the movement of contractor's equipment and crews so that the Coast Guard was getting the maximum amount of return for the money being spent.

They were also informed that there would be two daily meetings of all monitors (one in the morning at 0700 and one at night, 1800) to formulate future cleanup operations.

The cleanup itself was to be performed by three contractors, each given a section of the river. The contractors had their own staff of personnel and had hired approximately 500 local people, most of them young, to perform the cleanup.

BRENNAN and DESANTIS were sent to the Chippewa Bay area (approximately 24 kilometers upriver from Alexandria Bay) to assist in monitoring operations. After three days, they became an independent monitoring team responsible for coordinating five contractor crews in their area. MARIK was assigned to the Alexandria Bay area.

When asked if they would volunteer for this type of duty in the future, all said yes. As a matter of fact, both BRENNAN and DESANTIS extended for a third week.

The results of this operation prove how reservists can respond to the needs of the Coast Guard and how the Coast Guard uses all of its resources to get the job done."

## E-7,E-8,E-9 selection board problems

Several problems have been identified by E-7, E-8 and E-9 selection boards acting on recent servicewide examinations. One of the more apparent problems is the failure of the candidate to comply with section 6-4-1D of CG-296 which requires an evaluation by an active duty command based on a full ADT period in a RATING RELATED BILLET. These failures were of two types:

(1) failure to have the ADT evaluation in a rating related billet and (2) failure of the active duty command to address performance in rating in its evaluation.

The purpose of an ADT period for CPO evaluation is to place the individual in a position where he or she is required to show rating related knowledge. This should be in an atmosphere where they can be directly compared with their active duty counterparts to determine if they are qualified to perform at the next higher paygrade. If this is not accomplished it becomes difficult to equitably compare different candidates competing for advancement. A similar problem exists when a period of ADT is performed in a rating related billet, but the evaluation does not address performance in rating. Since performance of rating related skills must be used to equitably compare candidates for advancement, performance must be addressed in any valid evaluation.

With overpopulation in the senior paygrades of many ratings, competition for advancement has been and will continue to be very keen. Those candidates who have satisfactorily completed all requirements are in a much more favorable position for competition than those who have not. Some candidates have been determined to be ineligible for further consideration because of failure to properly complete one or more requirements.

While the final responsibility for completing the requirements for advancement rests with the individual, each level of command should ensure that the individual is aware of his responsibility and is given the opportunity to fulfill it. Coast Guard Reserve Unit commanding officers and training officers should be very careful to ensure that the personnel who are eligible and qualified for advancement are assigned to appropriate ADT billets. In addition every effort should be made to apprise the active commands of the impact that their evaluation may or may not have on the career of the candidate and ensure that they are aware of their responsibility in this area.



## Reserve Leadership School

The Coast Guard has entered another phase of its efforts to establish a unified leadership training program. The Coast Guard Reserve Leadership School has changed its curriculum to comply with the curriculum of the Regular leadership training program established last summer at the Reserve Training Center. Three classes have already graduated from this new program, two classes of petty officers and one class of officers and chief petty officers.

The two week Reserve leadership course is the culmination of extensive preparations over the past several months. Chief Warrant Officer Ronnie M. Hudson, with the Coast Guard's Leadership Training Program Development Staff, has been busy preparing and qualifying instructors for these pilot classes since late in 1976. Preparation of the two week curriculum was accomplished by selective editing and rearrangement of the three week course offered to Regular Coast Guard senior petty officers. Using this same material, courses have been developed for both junior and senior officers in the Regular Coast Guard. The primary objective of this program is Coast Guard wide unification of leadership training philosophy, for both Reserve and Regular Coast Guardsmen.

Nine months of research went into the preparation of the core material from which all of the leadership courses were developed. This research was conducted by the Leadership Training Program Development Staff. They made studies of and conducted interviews with members of private industry, other military service schools, colleges and universities. They also surveyed over 400 Coast Guardsmen in all of the Coast Guard Districts. Based on the information gathered, they were able to develop a unified ap-



LTJG Carl Brown, Reserve I/A assists LT W. J. Yadisernia in a classroom exercise.

proach to leadership training that is consistent with the latest philosophies now available. This training is unique to the Coast Guard organizational setting, but is consistent with the latest state of the art training methods.

The course consists of both lectures and practical application of the materials taught. The graduating student learns the skills and knowledge required to effectively respond to the various leadership styles available to him and learns when it is appropriate to use them. He is taught the principals of group dynamics, inter-personal communications, motivation, counseling and interviewing. All students participate in the guided discussions, case studies and role playing sessions. They learn how to effectively interact with others in their workplace. Each student is exposed to practical learning experiences in the classroom involving the various methods he has learned to better prepare him for the real life situations he will encounter on the job. According to LTJG Carl Brown, the first instructor administrator to become qualified to teach the course, "This course is the bridge that links academic theory with effective practical applications."

All of the leadership courses presently taught at the Reserve Training Center Yorktown are

based on the same curriculum. These courses include the Reserve Petty Officer Leadership course (two weeks), the Reserve Officer/Chief Petty Officer Leadership course (two weeks), the Regular Senior Officer Leadership Seminar (four days), the Regular Junior Officer Leadership and Management School (two weeks), and the Regular Senior Petty Officer Leadership and Management School (three weeks).

## Training for Gunner's mates

Training at this summers Gunner's Mate Advance School, Governor's Island, New York, will be offered to qualified Reserve Gunner's Mates first and second class for the first time this year. The school convenes on 5 July and continues through 15 July. Eligibility for the class is limited to those who can complete the time in grade requirements for their next grade within six months of completing the course.

The tight time schedule of the ten day course has greatly reduced the number of hours spent in classroom lectures. The great majority of the student's time will be spent on the school's gun deck to provide as much practical experience as possible.

The school definitely won't be easy, but those who complete the course will have added a valuable asset to their mobilization capabilities and hopefully, a long stride towards another stripe.



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